

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:55 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1200 Const Calendar Day: 773 Date: 17-Jul-2014 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 12 PM 4PM**Precipitation** **Condition** overcast am, partly cloudy pmWorking Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on cleanup of TR's 14-17 and setup of TR's 18 & 19. Crews at the Pier 7 warehouse area are working an 8-hour shift 0600 through 1430. ABF works at the test rig site in the morning and then works elsewhere at the Pier 7 warehouse area for the remainder of the day. Working on the CCO operation today are Laborer Carlos (Pedro) Garcia (0600~1200), Operator John Sabatino (~50% of time 0600~1000), Ironworker Foreman Obra Paulk (0600~0700), Ironworker Jared Garrett (0600~1000), Ironworker Jonathan Canites (0600~1000), and Ironworker Ricky Damboise (0730~0800). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

The work this afternoon at TR's 14-17 includes:

The laborer cleans up broken sandbag debris and other debris at the test rig site. As timber blocking is removed, additional areas to be cleaned are essentially uncovered, so the cleaning operation extends beyond the time that the ironworkers and operator are working on TR's 17-17 cleanup and also beyond the time that they are at the test rig site.

The laborer stacks smaller timbers on pallets for later removal, and the operator moves larger timbers with a forklift. By the end of work at the test rigs today, all the timber is removed from the site and stored to the south or the west of the test rig site (also west of the FWSpencer and CCC "shop" areas).

The TR's 15 and 14 guide angles for the jacking beams are removed – this was previously done at TR's 17 and 16. This work involves hand wrenches to remove some nuts and an impact gun to remove other nuts. All the angles are placed on a pallet and the nuts/washers are put back on the ends of the rods by hand for potential future use.

Remove the end plate at TR 17N that was unbolted but not removed yesterday.

Complete unbolting (approximately half unbolted yesterday) the end plate at TR 16N and then remove the end plate.

Unbolt and remove the end plates at TR 15N and TR 14N. End plate removal operations are complete by about 0645. Then, the used bolts, nuts, and washers are gathered to be put in a trash skip box.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 1200

Date: 17-Jul-2014

Thursday

The 8 each 300-ton jacks from TR's 14-17 were left previously in the extended position from the end of the Townsend Test (Test IV) after all the jacking steps, including the jacking to failure operations that included a lot of elongation for the inelastic portion of the test. The jacks were all extended about 4", which also includes some initial elongation at the start of the tests to fit the couplers in the setups and extend the jacks so the pistons would sit on the lugs on the jacking beams. Today between approximately 0700 and 0800, the jacks are retracted. This involves hooking up the hoses to the hydraulic pump to remove the hydraulic oil from the jacks as the jacks are retracted. However, this operation is complicated by the use of so much hydraulic oil pumped into so many jacks that the reservoir in the pump had to be filled with more hydraulic oil during the course of the jacking steps at TR's 14-17. As a result, as hydraulic oil is bleed from the jacks to retract them today, the reservoir in the pump gets full and needs to be partially drained a few times. This extra hydraulic oil is bleed into 5-gallon buckets, covered with lids, and taken for proper disposal at the mechanics shop.

Starting about 0830, the ironworkers and operator are done with work on cleanup at TR's 14-17 and start setup work at TR's 18 & 19.

The first step is removing the old flashing/bellows from the previously used TR's 12 & 13. The old plate washer is unscrewed from the diaphragm plate that has drill and tap holes, and then the plate washer and flashing/bellows is removed. Then, the new jacking rods are installed in the two test rigs. The jacking rods are installed from the south end towards the north. There are several stop points where the rod needs to be supported and re-rigged as the rod is supported by rigging points to the south of the test rigs and through the 2 handholes in the test rigs. The portion of the rods where the strain gauges will be located previously were ground smooth, labeled, and had diameter measurements by VGO, so those portions of the rods cannot hit the sides of the hole in the diaphragm plate, so the ironworkers are careful to control the location of the rod in the hole as it is inserted in the test rigs. The first rod in TR 18 is installed between ~0855 and ~0945 (which includes the am break starting at ~0900). The second rod in TR 19 is installed between ~0945 and ~1005. After installation of the jacking rods in the test rigs, the ironworkers move to other non-CCO 314 operations at the Pier 7 warehouse area.

TR's 18 & 19 Jacking Rods and Test Rig Labeling:

As the ironworkers setup for the first installation with the jacking rod labeled TR 19 in the test rig box labeled TR 18, I noticed this label mismatch and notified the ironworkers. We discussed that this was a labeling issue and they didn't need to go get the other rod or move the forklift setup to the other test rig box. The rod labeled TR 18 was installed in the box designated for TR 19 and the rod labeled TR 19 was installed in the box designated for TR 18. In the future, we will need to switch the labels on either the boxes or the rods. VGO has labels and measured diameters on the rods, which may need to be switched. Alternatively, the labels and locations of the test rig boxes can be changed. This will be sorted out at a future date.

Late in the afternoon a pallet from Oakland Machine Works arrives with the TR's 18 & 19 test rods after trimming to length, cutting new threads at the shank end, and test fitting the coupler on the new threads. Because the pallet arrived after the end of the shift, it was unloaded by ABF's receiving staff (Anthony Garcia or Juan Zapien). To verify and document the fitup check, the test rods are on the pallet installed in the couplers with the nuts installed on the rods on the other ends. The rod ID's are punchmarked on the test rods on both ends.

The rods we gave the machine shop were longer than needed in the test rigs, so the excess length was cut off, labeled, and returned to us. There is 1 piece from each of the 2 rods in a box on the pallet. I take this box to the CT-METS office for storage for possible future use as material for sampling for post-fracture testing. The rod ID's are punchmarked on the rod pieces.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is used for about an hour (run hydraulic pump) and then is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is used for about an hour (retract 300-ton jacks) and then is on idle/standby at the test rig work area. An oxyacetylene torch is

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 1200

Date: 17-Jul-2014

Thursday

on idle/standby at the test rig work area. ABF's Hyster 155 forklift (ABF ID 002375) and extendable forklift (Gradall 544D - ABF ID 002005) are used at the test rig work area. A Kubota Cart is used by the laborer at the test rig work area, another Kubota Cart is used by the ironworkers (Garrett and Canites), and a third Kubota Cart is used by ironworker Damboise. A compressor – IR 185 ABF ID 002039 - is used for about an hour (impact gun to remove end plates and guide angles) and then is on idle/standby at the test rig work area.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Other k-rail is State owned. Previously, there was ABF k-rail used in the test rigs and paid as rented from ABF on a daily basis, but the last of ABF's k-rail was removed yesterday. To elevate the k-rail and support the traffic plates, timber blocking (12x12's) was used and was still in place at the test rigs until it was all removed today. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

20' rented k-rail = 10 pieces

Note that while all 10 of the 10 rented k-rail have been removed from the test rig assemblies (last 5 removed today) and are set aside for future pickup to take back to Jensen and get off rent, all 10 rented k-rail are still on site.

The agreed extra work with ABF is as follows:

Laborer Carlos (Pedro) Garcia - 6 hrs

Ironworker Foreman Obra Paulk - 1 hr

Ironworker Jared Garrett - 4 hrs

Ironworker Jonathan Canites - 4 hrs

Operator John Sabatino - 2 hrs

Kubota Cart - 6 hrs

Extendable Forklift - 4 hrs

Hyster 155 Forklift - 2 hrs

185 CFM Compressor - 1 hr

Impact Gun - 1 hr

See the attached Extra Work Order - Signed with ABF for CCO 314 work